

ESTABLISHED 1857.

**HONGKONG, TUESDAY, DECEMBER 4TH, 1900.**

式拜禮 號肆月十年百九千壹英港香 PRICE \$2½ PER MONTH

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26



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THE HONGKONG DISPENSARY.

### BIRTHS.

At Sassoon's Villa, Hongkong, on the 3rd December, the wife of JAMES WALKER, of a son.

On the 28th November, 1900, at Potting, Shanghai, the wife of PETER MUNGALL, of a daughter.

### DEATH.

On the 29th November, 1900, at 4, Makalee Terrace, Shanghai, CLAUDE MARION, infant daughter of William BAKER, Chinese Customs Service, aged 21 months and 12 days.

## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, C.I.  
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 4th, 1900

The letter from our correspondent "X," which appears in another column, calls attention once more to the case of KING LIEN-SHAN, which excited considerable interest here last February and March. It will be remembered that several letters and articles appeared in the local Press, commenting on the action of the Portuguese authorities at Macao, and that in consequence the Portuguese Consul-General, Senhor A. G. ROMANO, made a statement to a representative of this paper. Senhor ROMANO then pointed out that KING LIEN-SHAN was only detained at Monte Fort, not in jail; that he had only to await the arrival of instructions from Lisbon and the arrival of documents from the Chinese authorities supporting the charge of embezzlement; and that if it should appear that the charge was trumped up to enable the Chinese Government to get possession of the person of a Reformer, KING would be liberated. But as our correspondent says, the ordinary period of detention passed; months passed, and the prisoner still remained. Governor GALHARDO went away and left him in prison. In the interval between his departure and the arrival of the new Governor at Macao, the case got out of the court, and the tribunal's report was submitted to the Council temporarily governing, which did not see fit to release KING and so referred the case and all the documents to Lisbon. Then Senhor HORTA COSTA arrived in Macao; but KING still remains at Monte Fort. Now it is not alleged that he suffers any hardships—apart from such as are inevitable in the detention of an old man, infirm in health, in confinement and away from his family. But the

case has dragged on for nearly ten months now, and the sympathy of foreign residents in China, "and indeed," as our correspondent writes, "of all friends of justice," cannot be withheld from the unfortunate prisoner, who is known to be obnoxious to the reactionary party of China for reasons far other than his alleged offence at Shanghai. The Portuguese Government, we feel convinced, is unaware of the injustice which it is committing; but the wrong to KING LIEN-SHAN is all the same as if it were done wittingly. A decision in this long drawn-out case would give general satisfaction, and the Governor of Macao has a chance of doing a service both to Macao and to the mother-country if any action of his should hasten the event.

Last week there was reported, beside the two fatal plague cases, only one case of communicable disease, viz. one of enteric fever in the City of Victoria. This proved fatal.

The P. & O. steamer *Beugal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English Mails, and is due here on the 9th inst. at about 1 p.m.

The return of the number of visitors to the City Hall Library and Museum shows that the former institution was visited by 441 non-Chinese and 126 Chinese, the latter by 194 non-Chinese and 2,226 Chinese.

The Bengal Lancers who were wintering up north, as we quoted in yesterday's issue from the P. & T. Times, are the single squadron left behind when the other two squadrons returned to Hongkong last month.

We received yesterday evening from Mr. Roussette Wildman, U.S. Consul-General, the following typhoon warning, issued from Manila Observatory at 4 p.m. that day:—"Probably depression in China Sea S.W. of Manila between 4th and 14th parallels."

The annual meeting of the International Cotton Manufacturing Co. was held at Shanghai on Thursday last. The serious financial position of the Company was the subject of some discussion, and the question of the management was animatedly debated on by some shareholders.

At the offices of the Public Works Department yesterday Mr. G. J. W. King offered for competition Kowloon Island Lot No. 1,112, situate at Ma-Tau-Kok. The lot comprised 5,000 square feet. The upset was \$300 and the price realised was \$320, the purchasers being the Naval Yard contractors, who bought the lot as a site for an overseer's bungalow.

The Mother Superior of the Italian Convent begs to acknowledge with thanks the receipt of the following sums for the extension of the Convent and other necessities for the coming winter:—  
 Aug. J. do Rozario ..... \$100.00  
 Sir John Carrington ..... 25.00  
 E. Niebardt ..... 6.00  
 A Friend ..... 5.00

Another performance of *Our Flat* was given in the Theatre Royal last night by the Amateur Dramatic Company. There was again a good attendance, Lady Blake and the Maharajah of Bikanir being among those present. The performance was in every way as successful as the preceding ones, the rounds of applause and roars of laughter being frequent. The proceeds on this occasion are to be given to the Italian Convent extension fund.

The first foreign paper in Peking is to be called *The China Times*. The manager will be Mr. J. Cowen and the editor Mr. T. Cowen, founder of the *Manila Times*, and formerly connected with the *Hongkong Telegraph*, *China Mail* (not the *Daily Press*, as stated by the *Japan Mail*), *Kobe Chronicle*, and *Japan Times*. He also acted as special correspondent of *The Times* during the China-Japan War, and as special correspondent of the *London Daily News* and *Reuter's Agency* at other times. The new journal will be printed in seven languages, Chinese, Japanese, English, French, German, Russian, and Italian. The price will be \$10 per annum.

It appears that the paragraph in our Shanghai telegram which appeared in last Friday's issue about Hui Ta-pu, the recently promoted Manchou President of the Board of Rites, should have read as follows:—"Hui Ta-pu is reported dead while proceeding to Hainan." The death is stated in a Taiyuanfu telegram to Shanghai to have occurred on the 25th ult. in a small town in Shanai. Hui Ta-pu was going to Hainan to take up his new post. It was Hui Ta-pu who tried to prevent a reform memorial of one of his secretaries, Wang Chao, from getting to the Emperor in 1898, and was cashiered for his pains. Hui Ta-pu and Kang Yi, by their exertions, enabled the *coup d'état* to be so swift and successful.

In *Der Ostasiatische Lloyd* Herr Franz Woss advocates the transformation of Peking into a sea-port. This he claims would be inexpensive and of great utility. His proposal is to straighten the winding course of the Peiho, which has gradually silted up all the way, as well as at the mouth; and to construct a suitable canal between Tongku and Peking in place of the four pieces of canal already existing, which communicate with the Peiho but not with one another, necessitating numerous transshipments. Once regulate the course of the Peiho, making the stream straighter, swifter, and deeper, clear away the bar at the mouth, and you can at once with a well-made canal get junks and gunboats up to Peking. Herr Woss estimates the cost as follows—\$1,000,000 for the canal; \$1,500,000 to regulate the Peiho; \$1,500,000 on the improvement of Tongku—in all \$4,000,000.

It is reported from Yokohama that a Chinese merchant of that port exported Japanese gold coin amounting to 50,000 yen to Hongkong by the German mail steamer *Stuttgart*, which arrived here on the 27th ult.

The French Red Cross Hospital has been established within the compound of the Soishun Ladies' Seminary at Southern Bluff, Nagasaki. The wounded and invalided soldiers in the hospital at present number 136 in all.

The rat-market in Kobe is booming. Since the price paid by the City authorities has been raised 2 to 5 sen per head, the number of rats purchased has amounted—in three weeks—to 15,327, against 25,020 purchased between the 27th July and the 23rd October.

Mr. Julian T. B. Arnold, second son of Sir Edwin Arnold, sailed from New York for Europe a prisoner on the Cunard liner *Umbria* on October 27th. Mr. Arnold, who is a solicitor, is charged with the embezzlement of large sums of money in London early in this year.

A Japanese contemporary says that the actions of Field-Marshal Waldersee are causing dissatisfaction among the staff-officers of the allied forces. He plans everything in concert with his own officers, while the staff-officers of the other Powers are not consulted.

It is reported from Sasebo that fraudulent transactions have occurred in the Shipping Department of the Japanese Admiralty there, in consequence of which five merchants who have been supplying materials to the Department were arrested on suspicion by the police and handed over to the Naval authorities. It is reported that the amount of money involved is very considerable.

The ice season being now about to set in, the Nippon Yusen Kaisha closed its steamship service on the Newchwang line on the 31st October, and therefore the steamer which left for that port from Kobe on the 28th ult. will be stopped at Chefoo. The service on the Vladivostok line will be closed with the steamer *Yamashiro Maru*, which is to leave Kobe on the 12th inst.

Two Wuchang despatches to Shanghai appear in the N.C. Daily News of the 30th ult. The first states that Viceroy Chang Chih-tang received recently a despatch from a Foreign Consul in Hankow stating that the latter had received a telegram from a Kansu missionary reporting that a large portion of General Tung Fubang's army, numbering nearly 10,000 men, had left Shensi and entered Kansu province to join hands with the levies of Prince Tuan, raised on the Ninghsia-Mongolian borders, whose avowed object is to rebel against the Emperor. The Consul therefore requested the Viceroy to telegraph to Hsian asking the Government to instruct the local and military authorities of Kansu province to give protection and assistance to any missionary, or foreigner in want of help there. Viceroy Chang sent his telegram to Hsian the same day. According to the other despatch, Chang Chih-tang received a telegram from Governor T'ien of Shensi asking the former to send, with all haste eight quick-firing guns to Hsian, as there was urgent need of them. The guns in question were sent the next day.

A report from the Japanese Commercial Agent at Vladivostok says that the intention of the Russian Government to increase the import duties, in order to make provision for the expenses of the war, has been known for some time, but steps to put the new rates into operation have only recently been taken. The articles affected are spirituous liquors, cakes and tobacco, on which an extra tax of 50 per cent. is imposed. The Consul says that with the exception of small dealings in Japanese *sake*, the Japanese merchants are very little concerned in these increases. But if the new tariff contemplated for goods entering the Amur district be put into operation from the beginning of 1901, 80 or 90 per cent. of the Japanese manufactured goods imported into that district will be affected. Especially if the revised tariff now in operation in European Russia be increased by from 10 to 50 per cent. and applied to the Amur region, Japanese trade with Russia will feel the change greatly. There is some talk, however, that the new tariff will not be enforced at Vladivostok until next August, which, according to general opinion, would be a wise postponement; but the truth as to this is impossible to ascertain.

As a mark of respect to the memory of the late Honourable John Sherman, formerly Secretary of State of the United States, who died on the 22nd October, the American flag was hoisted half-mast yesterday at the U.S. Consulate. In a proclamation issued by him President McKinley says:—"In the fullness of years and honours John Sherman, lately Secretary of State, has passed away. Few among our citizens have risen to greater or more deserved eminence in the national councils than he. The story of his public life and services is as it were the history of the country for half a century. In the Congress of the United States he ranked among the foremost in the house, and later in the Senate. He was twice a member of the Executive Cabinet, first as Secretary of the Treasury, and afterwards as Secretary of State. Whether in debate during the dark hours of our Civil War or as the director of the country's finances during the period of rehabilitation or as a trusted councillor in framing the nation's laws for over 40 years, or as the exponent of its foreign policy, his course was ever marked by devotion to the best interests of his beloved land, and by able and conscientious effort to uphold its dignity and honour. His countrymen will long revere his memory, and see in him a type of the uprightness and the zeal that go to moulding and strengthening a nation."

A correspondent of the *Jinanin* says that Russia is increasing her military strength in Korea, and that she is now engaged constructing a fort at Masampo, the work being pushed on with all possible rapidity.

The action brought by Mr. Shigeta, exchange broker, against Mr. Hiranuma Senzo, the Yokohama millionaire, charging him with fraudulently obtaining a promissory note, has been dismissed by the Yokohama Chibo Saibansho on the ground of insufficient evidence.

The following appointments have been made at the Admiralty:—Captain F. S. Inglefield, to the *Glory*, to date November 1; Naval Instructor F. M. Broadbent, M.A., to the *Glory*, to date November 1. The *Glory* was commissioned at Portsmouth on the 1st ult. for service in China.

Unless the Russian authorities interfere to prevent, the fuel problem at Nome has been solved by the discovery on the Siberian coast of large ledges of bituminous coal. Two hundred tons of it were landed at Nome on September 10th, just after the last severe storm there. It was quickly bought up at \$90 a ton, and will aid materially in keeping the miners there warm this winter.

The *Chugai Shogyo Shimpo*, a Japanese vernacular journal, published a telegram from Shanghai, dated Nov. 22nd, in which it was stated that the Russian Government had addressed a telegraphic message to Li Hung-chang through the Chinese Minister to St. Petersburg, informing him that Russia intended to establish a Russian Administrative Office in Manchuria and to place the district under Russian suzerainty.

A London cablegram states that the steamer *Ewa*, which left Portland on October 6th for Vladivostok and Hongkong, has been lost at sea. The *Ewa* had aboard 25,000 barrels of flour, valued at \$146,200, and the vessel was worth close on \$200,000. Whether her crew was saved or not is not known as yet. The *Ewa* was a new vessel, having been built in 1899. She was formerly the *Waddon* and registered 3,229 tons gross, and 2,088 tons net. She was rated as one of the best vessels plying on the Pacific.

A Kobe telegram to the N.C. Daily News, dated the 28th ult., announces the death there from typhoid of Mr. A. C. Sim, one of the most prominent foreign residents in Kobe. A Scot by descent, he was by occupation a chemist, but he was also prominent in athletic exercises, and a well-known member of the local fire-brigade. Also, to quote our contemporary, "he built yachts and steam-launches and sailed them in all sorts of weather, he was the right hand of Kobe whenever a typhoon struck it, he took contracts for refloating ships when they were stranded, and he refloated them."

A company floated with a view to developing the petroleum industry of Japan was registered on the 15th ult. The approved capital of the concern is 10,000,000 yen, which is contributed by six gentlemen only. Mr. J. W. Copmann, the agent for the Standard Oil Company at Yokohama, holds 3,780,000 yen; Messrs. J. H. Hartig, N. M. Dun, and Kumanoto each 5,000 yen; Mr. Otani Kahei 150,000 yen; and Mr. Magoshi Kyohai 50,000 yen. The Directors of the Company are Messrs. J. W. Copmann, N. Edwin Dun, and Otani Kahei, and the auditors Messrs. Magoshi Kyohai and J. F. Lowder.

## THE RECENT TYPHOON.

### THE RELIEF OF THE SUFFERERS.

Yesterday at noon a meeting convened by His Excellency the Governor (Sir Henry Blake, G.C.M.G.) was held in the City Hall for the purpose of taking such measures as might be deemed necessary for the relief of the sufferers from the recent typhoon. His Excellency presided and was supported by Sir John Carrington, C.M.G. (Chief Justice), Sir Thomas Jackson, Viscount Burdette, the Hon. J. H. Stewart Lockhart, C.M.G. (Colonial Secretary), and the Hon. J. F. Keswick. There were also present Lady Blake, their Highnesses the Maharajahs Scindia of Gwalior and of Bikanir, the Bishop of Victoria (Dr. Hoare) the Rev. R. F. Cobbold, the Hon. E. M. Grey, the Hon. Dr. Ho Kai, the Hon. Wei A. Yik, Dr. F. Clark, Messrs. E. Osborne, R. G. Shawan, H. N. Mody, P. Jordan, Fung Wah Chuen, Ho Fook, Lo Kin-ying, Li Pak, Li Yung Tsai, Lee Kung, Lee Yam Tsun, Lam Chi Pak, Au Yuen Tin, Ho Lai Shang, Leung Pui Chi, and others.

His Excellency said:—Your Highnesses, ladies and gentlemen: I have asked you to meet me here to-day for the purpose of considering what measures shall be taken to alleviate the distress caused by the typhoon of the 10th November. We all remember with what equanimity one saw the typhoon come hoisted on the 8th November, and even when the red ball was changed to black and the cone was changed to a drum people went about their business quite satisfied that one would have nothing more than perhaps a severe gale. The fishing boats left the harbour, and on looking out on the evening of the 9th I saw that while the black cone was hoisted still the junks were moored in their usual places off Yamutai and Mong-kok-tai, and not collected in the shelters, as they would have been in the previous month after a similar warning. The fact was that nobody believed that we were going to have a bad typhoon in November. But as the evening closed in and the night wore on we realised that a fierce typhoon had us in its grip, and at daybreak next morning the minute guns of Her Majesty's ship *Sandwich* were their tale of distress and were gallantly responded to by Her Majesty's ship *Oliver*, which, ably handled by Commander Wilkin, saved the crew of the *Sandwich* from the exception of one unfortunate man, only a few minutes before she sank at her moorings (applause)—and the waves sailing right up to and over the Kowloon goldwashes showed in what a furious sea the fleet of junks, hidden by the blanket of mist, were straining. When the typhoon was passed and subsiding, could live, I went over that Yau-mat-shore and I shall never forget the scene of desolation that met my gaze. A mass of

debris, consisting of shattered launches, junks, and boats, lined the shore. In that one night 20 launches and over 200 junks and boats were shattered, while ashore houses were blown down and mat-sheds utterly demolished. In that night in this harbour the police returns collected a few days afterwards showed that between 80 and 100 lives were lost, but that was not the full tale, for the Captain of one of the Canton boats saw sunk close by on the other side of Stonewater's Island two junks with 20 people on board, not a soul of whom was saved nor have their bodies been recovered. That night was not without its gallant deeds there, and among those gallant deeds never was a case in which a hero met death more bravely than the Naval Yard Policeman Duncan, who, seeing two Chinese women in a sampan, which was being dashed against the wall of the Torpedo Depot at Kowloon, jumped into the sampan and in a vain attempt to save them perished with them. Immediately after my return from Yamutai I sent to the Chairman of the Tung Wah Hospital to ask what could be done to discover the people who had suffered through the loss of their boats, and I found that the Directors of the Tung Wah Hospital had already started on their errand of mercy two launches to assist the distressed and to recover the bodies of the drowned (Applause). I asked these gentlemen to find out for me before we attempted to solicit subscriptions what actually had taken place, the people who really were in distress and the number of boats that were lost. I believe they have done this and that Mr. Lo Kin-ting has at the present moment that list in his possession. It therefore remains for us to arrange to assist in relieving the distress of these poor people. I knew there would be no difficulty about the matter, for the European public of Hongkong are always generous in subscribing, and I am sure they will be equally generous in subscribing to alleviate the distress of the people who have suffered in our own colony. (Applause.) Outside the immediate vicinity of the harbour of Victoria I find on enquiry that many lives and boats have been lost. I went down to Lantau, and I found that the day before the typhoon a fishing fleet of 17 junks with 87 souls on board left Tai-Ho, on the South of Lantau, and that of that number not one ever returned. Six people from a village to the east of Tai-Ho were lost and 17 junks and boats destroyed. At Mirs Bay at San-Tau-Kok, which I visited a few days ago, three people were drowned, and in a village close to Tai-Ho 38 boats were entirely destroyed. In a fishing population the destruction of a man's boat means the destruction of his home, and there must be considerable distress which I have no doubt will be met and alleviated in a very short time by the subscriptions that I ask you and the public of Hongkong to give. I know that the Chinese community are always ready to help their people. No people on earth are more ready as far as I have seen. Up to the present they have seen that no person has died of starvation or felt any great want. To enable these people to replace their junks and boats we shall require about five and twenty thousand dollars. What a large sum, and I have no doubt it will be very readily subscribed. I have pleasure in telling you that their Highnesses the Maharajahs Scindia of Gwalior and of Bikanir, who have done me the honour of coming here to-day, have each generously subscribed £25. (Applause.) Now I have nothing more to say but to propose that the following gentlemen shall collect for this fund, namely, Mr. Stewart Lockhart, Mr. Chater, Mr. Keswick, Sir Thomas Jackson, Mr. Fung Wah Chuen, Mr. Ho Fook and Mr. Lo Kin-ting. I am sure that amongst these gentlemen the collections will be very readily taken up. I have not asked Mr. Keswick, but I have no doubt he will respond to my suggestion. (Mr. Keswick nodded assent) to form one of this body of gentlemen, because Mr. Keswick is always ready and willing to come forward when there is a good work to be done. (Applause.) If these gentlemen will kindly undertake to collect the information which is now in the possession of Mr. Lo Kin-ting can be laid before them, and they can decide on the amount of money to be given in each case.

Sir John Carrington, in seconding the proposition, said:—This was quite sure that, without going into detail in this matter again, they all sympathised very much with the Chinese flooding population, especially who have suffered in this great disaster. He believed that at his house he had asked the community of Hongkong, both Chinese and European, would have great pleasure in coming to their aid. The only suggestion he had to make was that although the European gentlemen on the committee would not be in a position to know the right appropriation of the fund raised, still it would be much better to lay the responsibility on the whole of the committee, the European gentlemen acting in concert with the Chinese gentlemen, who no doubt would enlighten them as to the right appropriation. He supposed it was not contemplated that there should be any other public meeting or committee appointed. This committee, he understood, would be charged with the collection of the fund and also with the distribution of the fund when it had been collected.

The motion was put and carried.

His Excellency—I thank you very much for your attendance here to-day. I have no doubt whatever that in a very few days the amount which is necessary will be subscribed.

The Hon. Dr. Ho Kai, in proposing a vote of thanks to His Excellency for taking the matter up on behalf of the Chinese, said:—The Chinese, present, would appreciate the very great sympathy and kindness His Excellency had shown towards the sufferers from the typhoon, and he was sure that the Chinese would co-operate with the greatest heartiness in collecting subscriptions. They had already had a few thousand—\$7,000—promised (applause) and he was sure that when it was generally known that the European community had taken such a hearty sympathy in the matter the subscriptions from the Chinese would come in rapidly.

His Excellency expressed his thanks for the compliment paid him and the proceedings terminated.

The German sailing ship *Flutbeck*, reports the *Japan Herald*, arrived in Yokohama harbour safely on the afternoon of the 10th ult., having floated off Fuji-aki after the removal of 380 tons of cargo. It seems she encountered a heavy gale off Kinko Island, and was beating up with a light wind when she "missed stays" and the tide drifted her on to Fuji-aki. This mishap does not exhaust the story of the *Flutbeck's* ill-luck. While in the China Sea she had to battle with a typhoon for 48 hours. The carpenter was washed overboard and the second mate blown off the yard and killed. The same paper reports that the British four-masted sailing ship *Amsterdam* was down the bay and had been trying to get up for the past week, but had been prevented by the wind. This vessel, when first built, was the biggest ship in England. Some years ago she was towed into Hongkong with three of her masts blown down.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 3rd December, 8.10 p.m.

### THE NEGOTIATORS' CREDENTIALS.

A native telegram from Peking states that the Foreign Ministers and Chinese peace negotiators met to-day to examine one another's credentials.

### SEYMOUR'S SUCCESSFUL VISIT.

Admiral Seymour returned here to-day. He is satisfied with the result of his visit to the Viceroy.

### FOREIGNERS HONOUR THE EMPRESS DOWAGER.

All the foreign warships on the Yangtze dressed ship and fired salutes in honour of the Empress Dowager's birthday.

## THE WAR IN SOUTH AFRICA.

LONDON, 2nd December, 7.5 p.m.

### OPERATIONS AGAINST DE WET.

Lord Kitchener reports heavy fighting in the Orange River Colony. General Knox pursuing De Wet. General Sittler has defeated Herzog, who was trying to join De Wet.

### PAGET SUCCESSFUL.

General Paget successfully engaged Commandants Viljoen and Erasmus at Rietfontein.

### GENERAL NEWS.

LONDON, 2nd December, 7.5 p.m.

### THE NICARAGUAN CANAL.

Nicaragua has granted the United States the necessary rights and privileges for the construction of the isthmian canal, including the free use of the San Juan River and Lake Managua.

### LOCAL MOVEMENTS.

Yesterday the British transports *Lalpoora* and *Wyndol* arrived from Taku and Weihaiwei respectively.

### FOOTBALL.

M.F.C. v. 25th COY. R.A.

EASTERN DIVISION.

Played at Happy Valley yesterday afternoon, in fine weather. The teams were:—  
 Hongkong: Goal—W. H. Howard; backs—C. T. Kew and W. H. Russell; half-backs—S. Jenkins, G. Bonnar, and A. Porter; forwards—L. Swettenham, R. A. L. Clapham, R. G. A. Noble, J. J. Wild, and L. T. Brown, R. E.  
 R.A.: Goal—Parsons; backs—Wilkins and Spence; half-backs—Lettin, Mullis, and Gurney; forwards—Lieut. Lewis, French, Gartland, Hare, and Chapman.

Hongkong kicked off, and after a series of encounters in mid-field, the ball was manoeuvred up to Howard's chaise, an unproductive corner resulting. Swettenham captured the ball and was passed from one to another of the forwards and finally relinquished to Parsons, who shot. Wilkins saved, and Wild, who recaptured, sent the ball to the outside of Parsons' goal. The six yards kick saw the leather taken charge of by Bonnar, who, after a plucky run up-field, lost to Mullis. Jenkins, who was playing a strong game, blocked a spurt by the R.A. forwards, and passed to Swettenham, who in turn gave the ball to Clapham. The latter, however, failed to keep the pass, and the ball was sent out by Gurney. Swettenham and Clapham were giving a good exhibition of combined play, and were to be envied by each other. Jenkins and Bonnar, right and centre halves respectively, and Kew, full right back, also put in some telling work, and their defence could be easily surpassed. The R.A. were the weaker team all round, although Wilkins and Spence did a great deal to retrieve that inferiority. Hongkong, almost throughout the entire game, kept the ball in their opponents' territory, and sent in some neat shots. That Parsons just as clearly returned. Brown faked three corners, two in succession. On every occasion he topped the net. Half-time arrived without either team having scored, but in the second half, continuing their aggressive tactics, Hongkong succeeded in ending Parsons no less than three times—Noble being responsible for two goals and Bonnar for one. The game, by no means the best that Happy Valley has seen, thus ended in a win for Hongkong by three goals to nil.

In H. E. Graham's absence, Howard played goal in the first half and Porter in the second.

### LATEST STEAMER MOVEMENTS.

The N. Y. K. steamer *Wakana Maru* (European line) left Singapore for this port on the 1st inst., and is expected to arrive here on the 5th inst.

The P. & O. steamer *Beugal* left Singapore for this port on the 3rd inst. at 3 p.m., with the outward English Mails, and is due here on the 9th inst. at about 1 p.m.















## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	SORBAON	Brit. str.	—	L. M. Wibmer, E.N.E.	P. & O. S. N. Co.	On 8th inst., at Noon.
LONDON	ANTENOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 15th inst.
LONDON	SOCOTRA	Brit. str.	—	T. H. Hido, E.N.E.	P. & O. S. N. Co.	On or about 18th inst.
LONDON	CALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	ACHILLES	Brit. str.	—	Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSSES	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 7th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—	O. Cappers	MELCHERS & CO.	On 12th inst., at Noon.
MAISELLES, LONDON & ANTWERP, V. S. PORE, &c.	INARA MARI	Brit. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MAISELLES, LONDON & ANTWERP, V. S. PORE, &c.	SHINANO MARU	Brit. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE, BREMENHAFEN & HAMBURG	AMERICA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 28th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.	—	Forst	CARLOWITZ & CO.	On or about 28th inst.
HAVRE & HAMBURG	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 28th inst.
HAVRE & HAMBURG	HOLSATIA	Ger. str.	—	Schmidt	CARLOWITZ & CO.	On or about 28th inst.
NEW YORK VIA PORTS AND SUEZ CANAL	HUDSON	Brit. str.	—	Bakle	CARLOWITZ & CO.	On or about 28th inst.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	E. G. Warner	DODWELL & CO. LIMITED	On 12th inst.
NEW YORK VIA SUEZ CANAL	VERONA	Ger. str.	—	Hansen	McGREGOR, BROS. & CO.	On or about 20th inst.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. ship.	—	W. Watt	CARLOWITZ & CO.	On or about 25th inst.
VICTORIA, B.C. & Tacoma via Poochow, &c.	BRAEMAR	Brit. str.	—	Peterson	ARNOLD, KARBURG & CO.	On 10th inst.
PORTLAND, OREGON, &c. VIA JAPAN, &c.	EVA	Brit. str.	—	W. Watt	PACIFIC MAIL S. S. CO.	On 10th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Brit. str.	—	Peterson	U. & O. S. S. CO.	On 11th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	HONGKONG MARU	Jap. str.	—	Williams	TOYO KISEN KAISHA	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CARLEISLE CITY	Brit. str.	—	St. John George	BUTTERFIELD & SWIRE	On 10th inst.
SAN DIEGO, &c. VIA MOUL, &c.	CHINGTU	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	Krebs	NISSON YUSEN KAISHA	On 10th inst.
AUSTRALIAN PORTS	MUENCHEN	Ger. str.	—	Hempel	NISSON YUSEN KAISHA	On 10th inst.
GERMAN COLONIAL & AUSTRALIAN PORTS	WITTENBERG	Ger. str.	—	Young	NISSON YUSEN KAISHA	On 10th inst.
KOBE & YOKOHAMA	ONBANG	Brit. str.	—	J. McKenzie	NISSON YUSEN KAISHA	On 10th inst.
KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	A. E. Moses	NISSON YUSEN KAISHA	On 10th inst.
KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	Nelson	BUTTERFIELD & SWIRE	On 10th inst.
NAGASAKI, KOBE & YOKOHAMA	TAIYUAN	Brit. str.	—	Schmitt	MESSAGERIES MARITIMES	On 10th inst.
WEIHAIWEI	LOONGMOON	Ger. str.	—	Schultz	EAST ASIATIC TRADING CO.	On 10th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ELSE	Ger. str.	—	Peterson	SIEMSEN & CO.	On 10th inst.
SHANGHAI	JAPAN	Brit. str.	—	G. K. Wright	P. & O. S. N. Co.	On 10th inst.
SHANGHAI & JAPAN	BENGAL	Brit. str.	—	S. Barham	P. & O. S. N. Co.	On 10th inst.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PRINZ HEINRICH	Ger. str.	—	R. Heintze	MELCHERS & CO.	On 10th inst.
PUOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	T. Ogata	NISSON YUSEN KAISHA	On 10th inst.
SWATOW, AMOY & TAMSUI	MAIDZU MARU	Jap. str.	—	S. Aetami	NISSON YUSEN KAISHA	On 10th inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	SUNGIANG	Brit. str.	—	R. W. Almond	SIEMSEN & CO.	On 10th inst.
MANILA	PERIA	Brit. str.	—	Damster	MELCHERS & CO.	On 10th inst.
MANILA	PAX	Brit. str.	—	Weigall	JARDINE, MATHESON & CO.	On 10th inst.
MANILA	LOONGMOON	Ger. str.	—	Williams	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHINGTU	Brit. str.	—	Peerce	BUTTERFIELD & SWIRE	On 10th inst.
SAMARANG & SOURABAYA	HIOGOSHIMA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 10th inst.
HOMBAI, VIA SINGAPORE & COLOMBO	MARIA TERESA	Aus. str.	—	Rasovich	SANDER, WIEDEL & CO.	On 10th inst.
SINGAPORE, COLOMBO & HOMBAY	BORNIDA	Ital. str.	—	Surforio	CARLOWITZ & CO.	On 10th inst.
SINGAPORE, PENANG & BOMBAY	MAUSANG	Brit. str.	—	R. Cox	JARDINE, MATHESON & CO.	On 10th inst.

## SHIPPING.

**ARRIVALS.**  
Dec. 2, ELSE, German steamer, 900, Petersen, Canton 2nd Dec., General.—JENSEN & Co.  
Dec. 3, LALPOGA, British steamer, 3,297, J. Anderson, Taku 26th November.  
Dec. 3, GALLIC, British steamer, 2,991, Wm. Fluch, E.N.E., San Francisco 3rd Nov. and Shanghai 30th. Mails and General.—O. & S. S. Co.  
Dec. 3, MARIA TERESA, Austrian str., 1,921, Rasovich, Moji 28th Nov., Cebu.—SANDER, WIEDEL & CO.  
Dec. 3, OCEANIAN, French str., 2,080, J. Young, Schmitt, Marseilles 28th Oct. and Saigon 30th Nov., Mails and General.—MESSAGERIES MARITIMES.  
Dec. 3, ONBANG, British str., 1,787, J. Young, Java 21st Nov., Sugar.—JARDINE, MATHESON & Co.  
Dec. 3, WARDHA, British transport, 3,976, W. Britton, Weihaiwei 28th November.  
Dec. 3, BRAEMAR, British steamer, 2,315, Wm. Watt, Manila 28th November.  
Dec. 3, WOODROW, British str., 1,020, M. Dowson, Shanghai 20th November, General.—BUTTERFIELD & SWIRE.

## CLEARANCES.

At the Harbour Master's Office.  
3RD DECEMBER.  
Deuteros, German str., for Saigon.  
Germania, German str., for Vladivostok.  
Sandakan, German str., for Sandakan.  
Charterhouse, British str., for Swatow.  
Hanchow, British str., for Samarang.

## DEPARTURES.

Dec. 2, HILLOREN, British str., for New York.  
Dec. 3, ANNAM, French str., for Europe.  
Dec. 3, SHANG, British str., for Canton.

## VESSELS IN DOCK.

ABERDEEN DOCK.—Tartar, Clara, Gefion, H.M.S. Otter, Empress of Japan, Sangkiang, Hating, Zaive.  
COSMOPOLITAN DOCK.—Tacoma.

## SHIPPING REPORTS.

The British steamer Braemar, from Manila 28th Nov., had fresh monsoon, moderate sea and swell.  
The British steamer Woomung, from Shanghai 20th Nov., had fresh N.E. winds until past Lamoucks, afterwards moderate to light winds.  
The British transport Wardha, from Weihaiwei 28th Nov., had fine and light monsoon to Saddle Island. From Saddle Island to port fresh monsoon and high sea.  
The British steamer Gaelic, from San Francisco 3rd Nov., via Honolulu 11th, Yokohama 24th, Kobe 25th, Nagasaki 27th and Shanghai 30th, had moderate weather across the Pacific. From Woomung to Heilshau light S.E. winds and fine weather. From Heilshau to Breaker Point moderate to fresh N.E. winds, overcast and cloudy weather, thence to port light N.E. wind and fine weather.

## VESSELS ON THE BERTH

## FOR SHANGHAI.

**THE Steamship**  
"ELSE"  
Captain Peterson, will be despatched for the above port TO-DAY, the 4th Dec., at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 29th November, 1900. [3009]

## FOR YOKOHAMA AND KOBE.

**THE Steamship**  
"WITTENBERG"  
Captain Hempel, will be despatched for the above ports TO-DAY, the 4th inst., at 4 P.M.  
For Freight, apply to  
SIEMSEN & CO., Agents.  
Hongkong, 3rd December, 1900. [3034]

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSEGERIES MARITIMES.

## PAQUEBOTS-POSTES FRANCAIS.

## FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

## THE Company's Steamship

## "OCEANIAN,"

## Captain Schmitt, will be despatched for the above ports TO-DAY, the 4th inst., at 10 A.M.

## For Freight or Passage, apply to

## G. DE CHAMPEAUX, Agent.

## Hongkong, 30th November, 1900. [2]

## IMPERIAL GERMAN MAIL LINE.

## STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

## THE Imperial German Mail Steamship

## "PRINZ HEINRICH,"

## OF THE NORDDEUTSCHER LLOYD.

## Captain R. Heintze, due here with the outward German Mail about TUESDAY MORNING, the 4th December, will leave for the above places about 24 hours after arrival.

## NORDDEUTSCHER LLOYD.

## For further Particulars, apply to

## MELCHERS &amp; CO., Agents.

## Hongkong, 1st December, 1900. [18]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR WEI-HAI-WEI.

## "TAIYUAN,"

## Captain Nelson, will be despatched as above TO-DAY, the 4th December, at Noon.

## The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

## A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE, Agents.

## Hongkong, 21st November, 1900. [2942]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## "SUNGKIANG,"

## THE Company's Steamship

## Captain Moore, will be despatched as above TO-DAY, the 4th December, at 4 P.M.

## The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

## A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE, Agents.

## Hongkong, 30th November, 1900. [2980]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAMARANG AND SOURABAYA.

## THE Company's Steamship

## "HANGCHOW,"

## Captain Pearce, will be despatched as above TO-DAY, the 4th inst.

## For Freight or Passage, apply to

## BUTTERFIELD &amp; SWIRE, Agents.

## Hongkong, 1st December, 1900. [3029]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR POCCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "AKASHI MARU,"

## Captain K. Suzuki, will be despatched for the above ports TO-MORROW, the 5th December.

## For Freight or Passage, apply to

## THE NIPPON YUSEN KAISHA, Agents.

## Hongkong, 22nd November, 1900. [2524]

## HAMBURG-AMERIKA LINIE

## (FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMERICA Capt. A. Wagner	HAVRE, BREMENHAFEN AND HAMBURG	About 8th } Freight. December.
ARAGONIA Capt. Forst	HAVRE & HAMBURG	About 20th } Freight. December.
WITTENBERG Capt. Hempel	HAVRE & HAMBURG	About 30th } Freight. December.
SAMBIA Capt. Schmidt	HAVRE & HAMBURG	About 8th } Freight. Jan., 1901.
HOLSATIA Capt. Bakle	HAVRE & HAMBURG	About 20th } Freight. Jan., 1901.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 24th December, 1900. [13]

## NORTHERN PACIFIC

## STEAMSHIP CO.

## PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI.

## INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA

## IN CONNECTION WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
BRAEMAR	3,601	W. Watt	December 5
GLASGOW	3,750	W. Frakes	December 15
QUEEN ADELAIDE	2,632	F. McNair	December 20
DUKE OF FIFE	3,821	J. S. Cook	December 27

\* Calling at Poochow and Shanghai.

The attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, 252

Excellent accommodation. First class Table. Doctor and STEWARDESSE carried.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains, day and night; Tacoma to New York in 44 days. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, AND TACOMA, 235.

The best route to the KLONYKE GOLD FIELDS. Frequent sailings from Victoria and TACOMA to DREA and ST. MICHAEL.

Rates of Passage to other Ports on application.

A Special rate allowed to members of Government Service.

For further information as to Passage or Freight, apply to

DODWELL & CO. LIMITED, General Agents.

Hongkong, 4th December, 1900. [10]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

## FOR STEAMERS TO SAIL ON

## REMARKS.

SHANGHAI AND JA- JAPAN { About 4th } Freight or Passage.  
PAN { G. K. Wright, E.N.E. } Dec.

LONDON, &c. SOBBAON { Noon, 8th } See Special Advertisement.  
L. M. Wibmer, E.N.E. { Dec.

SHANGHAI BENGAL { About 8th } Freight or Passage.  
S. Barham, E.N.E. { Dec.

LONDON, &c. SOBBAON { About 13th } Freight only.  
T. H. Hido, E.N.E. { Dec.

Passenger Season, 1901

SS. PLASSY 7,240 tons March 30th Marseilles and London Direct

SS. SOBBAON 7,282 tons April 27th Without Transshipment.

For Further Particulars, apply to

A. F. MARSHALL, Acting Superintendent.

Hongkong, 30th November, 1900. [1]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

## THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA.

## AND THE UNITED STATES.

## CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

## SAFETY. SPEED. PUNCTUALITY.

## Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

## (SUBJECT TO ALTERATION).

"EMPRESS OF JAPAN" Comdr. H. Pybus, E.N.E. WEDNESDAY, 19th Dec., 1900.

"EMPRESS OF CHINA" Comdr. R. Archibald, E.N.E. WEDNESDAY, 10th Jan., 1901.

"EMPRESS OF INDIA" Comdr. O. P. Marshall, E.N.E. WEDNESDAY, 13th Feb., 1901.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 22nd November, 1900. [9]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL SETAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS. DESTINATIONS. SAILING DATES.

WAKASA MARU	KOBE and YOKOHAMA	FRIDAY, 7th Dec., DAYLIGHT.
J. B. Macmillan	BOMBAY, via SINGAPORE and COLOMBO	WEDNESDAY, 12th Dec., NOON.
HIOGOSHIMA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th Dec., DAYLIGHT.
S. Yoshizawa		
INARA MARU	KOBE and YOKOHAMA	FRIDAY, 21st Dec., DAYLIGHT.
W. Bainbridge	NAGASAKI, KOBE and YOKO- HAMA	FRIDAY, 21st Dec., NOON.
KANAGAWA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th Dec., DAYLIGHT.
J. McKee		
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE, and BRISBANE	FRIDAY, 28th Dec., 4 P.M.
A. E. Moses		
SHINANO MARU		
G. E. P. Cook		
ROSETTA MARU		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA,  
Manager.



## VESSELS ON THE BERTH

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 4, at 3 P.M.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA and HONOLULU on TUESDAY, the 4th December, at 3 P.M.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day, all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 9th November, 1900. [3]

## OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD &amp; NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"EVA,"  
2,088 Tons, Captain Petersen,  
This Steamship will be despatched on or about 4th instant, and  
The Steamship

"ADATO,"  
2,145, Captain J. McIntyre, or about 30th inst., for PORTLAND (OR.) VIA MOJI, KOBÉ AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Underwriter until the same time. All Parcels should be marked to address in full.  
Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).  
For further information as to Freight rates, &c., apply to

ARNHOLD, KARBURG & CO.,  
Agents.

Hongkong, 24th November, 1900. [2965]

## NORDDEUTSCHER LLOYD.

FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAP, FRIEDRICH-WILHELMSHAVEN, FISSCHHAVEN, HEBBES-HÖHE, TOWNVILLE, BERGHEIM and SYDNEY.

Taking Cargo at through rates to MELBOURNE, ADELAIDE, NEWCASTLE, FREMANTLE, AUCLAND, WELLINGTON, GISBORNE, NAPIER, WANGANUI, DUNEDIN and HOBART.

THE Company's Steamship

"MÜNCHEN,"  
Captain Krebs, will leave for the above ports on or about 8th December.  
For Freight or Passage, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 23rd November, 1900. [2906]

## VESSELS ON THE BERTH

## THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"PERLA,"  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 5th December, at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.  
For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th November, 1900. [2909]

THE PHILIPPINE TRADING CO., LIMITED

FOR MANILA.

Calling at Cebu and Iloilo if sufficient inducement offers.

THE Company's Steamship

"FAX,"  
Captain Danstar, will be despatched as above on THURSDAY, the 6th instant, at 10 A.M.

For Freight apply to

MELCHERS & CO.,  
Agents.

Hongkong, 1st December, 1900. [3039]

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"MAIZURU MARU,"  
Captain T. Oga, will be despatched for the above ports on SUNDAY, the 9th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 3rd November, 1900. [15]

## NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG AND BOMBAY.

Having connection with Company's Mail Steamers to ALEX. SUZ, PORT SAID, MESSINA, NAPLES, LIGORNO and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, IONIAN, and SOUTH AMERICAN PORTS up to CALTAJO.

Taking Cargo at through rates to PERSIAN GULF AND BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA,"  
Captain Sartorio, will be despatched as above on TUESDAY, the 11th inst., at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,  
Agents.

Hongkong, 3rd December, 1900. [7]

## CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBÉ AND YOKOHAMA.

THE Company's Steamship

"TSINAN,"  
Captain Andersen, will be despatched as above on TUESDAY, the 11th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 3rd December, 1900. [3044]

## GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY,"  
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 21st November, 1900. [2940]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"  
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 21st November, 1900. [2948]

## SHEWAN TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 9th November, 1900. [285]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
STATE OF MARY, American ship, Colord.—  
Standard Oil Co.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"SOBRON,"  
Captain L. M. Whimor, R.N.E., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 8th December, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL,  
Acting-Superintendent.

Hongkong, 26th November, 1900. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY.

(In close connection with the Company's accelerated line to TRIESTE.)

THE Company's Steamship

"MARIA TERESA,"  
Captain Raskevich, will be despatched as above on MONDAY, the 10th December, P.M.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO.,  
Agents.

Hongkong, 29th November, 1900. [6]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH

S.S. "CARLISLE CITY" On 10th Dec.

S.S. "KYRVEN" On 12th Dec.

2,463 Tons

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## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 11, at NOON.

Doan (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 5, at NOON.

Corric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "GALIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 11th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 19th November, 1900. [14]

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at NOON.

THE Twin-Screw Steamship

"HONGKONG MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 18th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara; and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,  
Agent.

Hongkong, 28th November, 1900. [6]

## VESSELS ON THE BERTH

## THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"  
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,  
Agents.

Hongkong, 2



## THE WEATHER

CHINA COAST METEOROLOGICAL  
REGISTER, 2nd DECEMBER, P.M.

REGISTER, 210 DECEMBER 1944

STATION.	Hour.	Barometer corrected to sea level and 32° Fahr.	Tempera- ture (Fah.)	Humidity	Wind Dir.
Vladivostok	2 p.				
Tokyo	"	29.90			N
Kobe	"	30.07			SW
Nagasaki	"	30.23			N
Kagoshima	"	30.10			N
Tateno	1 p.	30.10			SW
Taichu	"	30.18			SW
Tainan	"	30.00			N
Koshu	"	30.02			N
Pescadore	"	30.23	55	68	N
Gutzliff	3 p.	30.12	55	68	N
Sharp Peak	"	30.14	63	72	N
Amoy	"	30.03	70	61	N
Swatow	"	30.08	74	63	SW
Canton	"	29.98	74	63	N
Hongkong	4 p.	29.91	68	68	N
Victoria Peak	"				W
Gap Hook	"	30.01			N
Macao	"	30.01	72		N
Hainan	1 p.				N
Manila	4 p.	29.76	80	85	N
Malate	3 p.				N
Isolated	"				N
Hilo	"	29.75	84		N
Cebu	"	29.80	86		SW
C. S. James	"				
3rd DECEMBER, A.M.					
Vladivostok	7 a.				
Tokyo	10 a.				
Kobe	"				
Nagasaki	"				
Kagoshima	"				
Tateno	5 a.	30.03			N
Taichu	"	29.97			N
Tainan	"	29.96			N
Koshu	"	30.23			N
Pescadore	"	30.39	51	60	N
Gutzliff	9 a.	30.07	62	74	N
Sharp Peak	"	30.02	67	74	N
Amoy	"				
Swatow	"	30.11	67	89	N
Canton	"	30.00	71	50	N
Hongkong	"				N
Victoria Peak	"	30.07			N
Gap Hook	"	30.07			N
Taichu	7 a.	30.07	75		N
Hainan	"				N
Manila	10 a.	29.34	86	71	N
Malate	10 a.				N
Isolated	"				N
Hilo	"	29.32	82		N

Cobalt .....	"	28.51	65	—	—
C. S. James	7 a.	—	—	—	N.S.

On the 2nd at 11.55 a.m. The barometer was 29.5 in S. China. Pressure is highest, apparently, over the pines. Fresh monsoon on the coast, strong in N. part of the China Sea. Forecast:—moderate

On the 3rd at 11.55 a.m. The barometer had fallen, particularly over Formosa and the S.E. coast. A shallow area of low pressure probably lies over

of the China Sea, and second low area occurs between Formosa and the Loochoo. High tide in China. Strong monsoon on the coast, and in the China Sea. Forecast:—fresh or strong N.W. wind.

**HONGKING REGISTER.**

	Previous day 4 p.m.	On date at 10 a.m.
Barometer .....	30.01	30.00
Temperature .....	68	71
Humidity .....	66	69
Direction of Wind .....	N	N
Force .....	3	1
Weather .....	c	b
Rain .....	0	0

Highest open air temperature on the 2nd .....

Lowest open air temperature on the 2nd .....

**Hongkong Observatory, 2<sup>d</sup> December**

◆

MESSRS. FALCONER & CO'S BAROMETER, 3  
 Barometer 9 A.M. .... 30.00 Therm. 9 A.M. (V)  
 Barometer 1 P.M. .... 30.02 Therm. 1 P.M. (V)  
 Barometer 4 P.M. .... 29.55 Therm. 4 P.M. (V)  
 Thermom. 9 A.M. .... 71 Therm. Maxim.  
 Thermom. 1 P.M. .... 73 Therm. Maxim.  
 Thermom. 4 P.M. .... 72 night .....

◆

**HONGKONG TIDE TABLE**  
 4th to the 10th December, 11.

HIGH WATER.			LOW WATER.			
Day of Week.	Day of Month.	Hongkong Mean Time.	Height.	Day of Week.	Day of Month.	Hongkong Mean Time.
		h. m.	ft. in.			h. m.
Tues.	4	7 44	9 11	m	1	1 11
Wed.	5	8 46	9 10	m	2	1 1
Thurs.	6	7 41 A	9 9	m	3	1 1
		8 42	9 1	m	4	1 1
Fri.	7	10 34 A	3 7	m	5	3 3
Sat.	8	11 22	3 7	m	6	4 2
		9 29	6 1	m	7	2 2
Sun.	9	10 16	5 1	m	8	3 3
		10 16	2 5	m	9	4 4
Mon.	10	10 51 A	2 5	m	5	4
		19 52	2 4	m	6	4

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